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SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT NO. [REDACTED]

CD NO. 25X1A

COUNTRY East Germany

DATE DISTR. 7 August 1952

SUBJECT General Railroad Information, Berlin Area

NO. OF PAGES 3

NO. OF ENCLS.
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO. 25X1X

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a.

An attempt in early May 1952 to ship a track dismantled from the Marienfelde railroad station in the U.S. sector to the East sector failed. Further directives for the dismantling of tracks were later given, which apply to the railroad stations of Moabit, Ruhleben, Reichs Sportfeld, and Westend. These stations are all in the British sector, where the chances for a transfer of the material to the Eastern sector were considered more favorable. Nickel (fnu) an SED member, chief of the track maintenance shop in Moabit, supports such action in Moabit, where 14 tracks are to be dismantled. (1)

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b.

[REDACTED] plans to construct a double-track, electrified line, with a third rail for the interurban railroad system, between the Schoenhauser-Allee and Bornholmer-Strasse railroad stations at a cost of 2.4 million eastmarks. [REDACTED] as a result, the regional railroad headquarters would be in a position to reroute the interurban trains, which at present pass through the Western sectors from the direction of Teltow, Rangsdorf, or Wannsee, and direct them via the Anhalter, Friedrichstrasse, and Stettiner railroad stations in the eastern sector toward Velten or Oranienburg. (2)

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2.

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a. The line between Belzig and Wannsee is to be electrified. The Wannsee-Drewitz section will be completed first. The lack of insulators for third rails is delaying the work. (3)

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- b. The following railroad stations are to be converted into stations for long distance traffic of passenger trains: Drevitz; Baumshulenberg; Lichtenberg, which at present still has a wooden platform; Potsdam for the line to Magdeburg; and an undetermined number of stations on the north. The passenger traffic no longer passes through the Western sectors.
- c. Some express trains still pass through the Western sectors but not those which depart from the Nord and Anhalter railroad stations and which are rerouted to the rail circuit via the interurban railroad. The express trains to Magdeburg and Dessau still pass through West Berlin from the Lehrter railroad station as far as Neubabelsberg; however, they no longer stop at the Zoo railroad station which is on this line. The only trains which still stop at West railroad stations are interzonal trains. It is still not definitely clear whether payment for tickets will be made with eastmarks or westmarks.
- d. These measures were taken in great haste. As a result, no office had timetables nor was able to give information to the public, and no station master was informed about the train schedules.
- e. Twenty minutes were added to the time required for checks at the railroad stations and the summer timetable was made on this basis. It is therefore possible for the Volkspolizei to make more rigid checks of trains and passengers.

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(4)

3.

4.

☐ Comments.

- (1) Information indicating that rails and ties were removed from tracks in railroad stations to obtain material for the Soviet Zone railroad system was previously received. ☐ ☐ As Berlin belongs to the Soviet Zone Berlin regional railroad headquarters, this office attempts to obtain rails from the railroad stations located in the West sectors.
- (2) This information is received for the first time. An attempt to reroute interurban trains to the Eastern sector was made during the first blockade of Berlin. The only crossing suited for the purpose was at the Humboldtshain interurban station which is in the French sector. Thus the attempt could be frustrated. The newly planned connection is in the Soviet sector. However, the Soviets are already able to reduce or to stop

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interurban traffic because most of the interurban trains reach railroad stations in the East sector during the night. The Wannsee railroad station which is located in the U.S. sector is the only exception. See also Comment (3) of this report.

- (3) This information is received for the first time. The electrification of this line was not contained in the previous construction program. Wannsee is the last maintenance shop in the Western sectors of Berlin and is used for sidetracked interurban trains. Electrification as far as Drewitz, which is in the Soviet-controlled area, would make it possible to keep trains in the Soviet sector and thus eliminate the danger of a detainment of interurban trains by the Western Powers.
- (4) These measures are already reflected in the 1952 summer timetable which became effective on 18 May. They are directed against West Berlin and are part of the Eastern reaction against the contractual agreement.
- (5) This measure, too, is part of the aforementioned reaction and plans to completely seal off the Soviet Zone of Germany from the West.

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